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Here ends the literary part of Miss Goldmark's work. She has succeeded in stating fairly and effectively one of the most difficult and important problems now confronting the people of the United States. A slight tendency to scientific terminology, and an occasional unjustifiable use of facts do not seriously detract from the excellence of the work which Miss Goldmark has done.

The remainder of the book contains, in summary form, the world's experience upon which legislation limiting the hours of labor for women is based. Any one interested in the technical side of fatigue, and in the application of fatigue theories to industry will find in this work a generous source of information.

SCOTT NEARING.

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Gonner, E. C. K. *Common Land and Inclosure.* Pp. xxx, 461. Price \$4.00. New York: Macmillan Company, 1912.

In literature on inclosure, until lately, a sharp distinction was drawn between the inclosures of the fifteenth and sixteenth centuries and the inclosure movement of the eighteenth and nineteenth centuries. Professr Gay pointed out the error of this view, and Miss Leonard and Professor Gonner have already developed the thesis by studies of inclosure in the seventeenth century. This new conception of one continuous inclosure movement is the theme of Professor Gonner's book. The earlier and later movements are brought within the scope of comprehensive treatment, partly by the historical continuity in the seventeenth century, partly by an underlying unity in the relation of inclosure to the different types of soil. The apparently sharp distinction between inclosure by agreement and by private act is shown to be overdrawn, so that there is a real continuity even in the method of inclosure where the break seemed most distinct.

Inclosure by agreement in chancery became important in the seventeenth century. It was, at first, merely a device to secure an authoritative record of agreements entered into without any legal compulsion. Lengthy legal proceedings easily became a menace designed to procure assent, and collusive proceedings might easily make this element of compulsion very real to the persons standing out against a voluntary agreement. The earlier private acts were similar in effect. They were essentially official registrations of private agreements, but they afforded some opportunities for coercion. The transition from the confirmatory act to the act for proceeding by appointment by commissioners was not abrupt. Acts of this later type are to be found in the early part of the century, but it is only in the latter half that they become predominant.

The establishment of a relation between inclosure and physiography is perhaps the most distinctive feature of Professor Gonner's book. This mode of approach throws some new light on the controversy between Professor Gay and Mr. Leadham in regard to the nature of sixteenth century inclosure. It is interesting to note that Professor Gonner agrees in the main with Professor Gay. Inclosure was indeed undertaken with a view to arable farming, but it was "a not very frequent result, rather than a constant consequence and aim." The significance and suggestiveness of this method of approach lie, however, in its reduction of the bewildering diversity of purpose and form to a coherent,

rationalized movement. Despite the many qualifications necessary, this fundamental fact of physiography gives a meaning to the movement as a whole, making it easier for us to grasp the details of form and the larger features in the progress of inclosure.

The relation of inclosure to population, to the disappearance of the yeoman, and its effect on the cottagers and squatters are questions which Professor Gonner does not meet with entire success. It seems as if he was determined to soften the outlines of the harsh picture drawn by the opponents and critics of inclosure. There is an optimism which the reader will frequently find it difficult to share. The commissioners meted out a rough and ready justice, no doubt; they may have accomplished all that was possible under the conditions; but much that was unfortunate may none the less have happened. The discussion of the yeoman ignores Mr. Johnson's "Disappearance of the Small Landholder" and Dr. Gray's study of "Yeoman Farming in Oxfordshire." The excellent description of procedure by private act is marred by the inadequate treatment of the procedure in Parliament. The inclosure bills had great influence upon the development of procedure on private bills, and there is much in Clifford's "History of Private Bill Legislation" to suggest that such bills were not adequately supervised in passage through Parliament.

Professor Gonner has added much to our understanding of the inclosure movement, but his positive contribution is concealed at times by the revelation of the vast amount of work that still remains to be done before we can hope for a definite constructive treatment of this difficult subject.

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Haines, Henry S. *Problems in Railway Regulation.* Pp. vii, 582. Price \$1.75. New York: Macmillan Company, 1911.

The author devotes his first six chapters to a brief historical survey of the American railway system from the beginning down to the present. The reviewer feels that this portion of the book should have been either much longer or much shorter. It is too brief to give an adequate or even an accurate sketch of American railway history, and it is too long to allow of a more extended treatment of the problems of present day regulation. To make it still more unsatisfactory, the author by no means confines himself to American railway history. He rewrites English railway history, talks about free silver, democracy, greenbacks and other subjects. Naturally, he makes several mistakes of fact, and at times he can not be held guiltless of "fine writing," for rhetorical effect. When these unkind things have been said, the adverse criticisms of the book have been uttered. The real book begins with chapter six, and from that point on the author deals in clearheaded, unbiased, authoritative fashion with the problems which give title to his book. It is to be regretted that he did not rigidly exclude all extraneous matter, that he might have had more space to deal with the Interborough-Metropolitan Company case, the recent decisions of the Interstate Commerce Commission in the Eastern and Western Freight Rate cases, the results of public interference in the matter of construction, equipment and operation of railroads